

sheared on both sides on the joining faces. The operation of the press is very quick and effective.

The operating fluid is fuel oil, forced in by an air operated oil pump adjoining, the air end being a locomotive compressor unit, with a small hydraulic pump lower end. The oil reservoir is a partially buried steel tank.

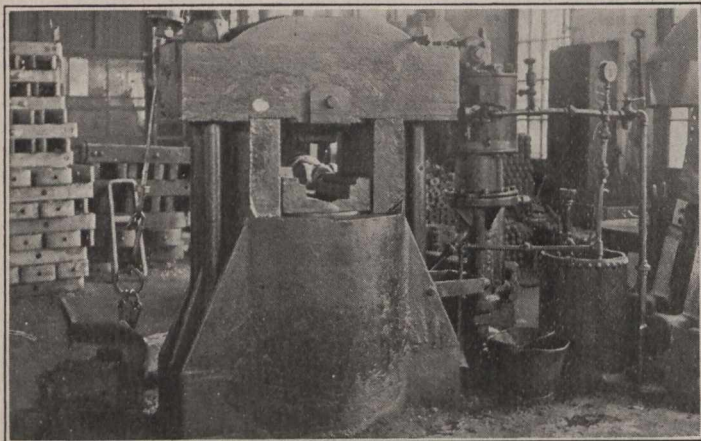
other, on a small truck, on which they can be moved to the work, dispensing with the necessity of bringing the work to the machine. For light work they are very useful, one of the particular fields of usefulness in the locomotive house being that of putting smoke box netting in shape, and the punching and trimming of boiler lagging.

Ry.—Extending time for construction and authorizing building of additional lines.

Dominion North Western Ry.—Incorporation.

Guelph and Goderich Ry.—Extending time for construction.

Huron and Ontario Ry.—Extending time for construction and changing title to Toronto and North Western Ry.



Coupler and Yoke Stripping Press.

The press is provided with an air hoist from above, with handy clamps for lifting the coupler. Different sizes of dies are provided for the various sizes of couplers operated on.

#### Small Air Drill at Canadian Northern Railway Shops.

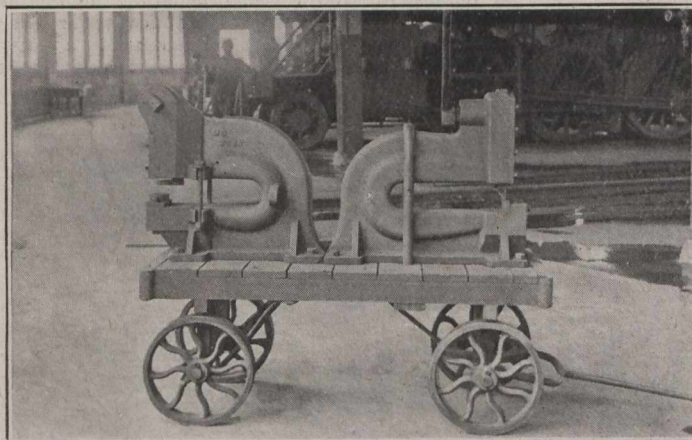
In the tool room of the Canadian Northern Ry. Winnipeg shops, a small portable air drill has been converted into a stationary bench drill, as shown in the accompanying illustration. The air drill is of the earlier type of portable drills, consisting of a single cylinder, with a reciprocating motion, the connecting rod attaching to a crank right on the drill spindle, the motion being kept uniform by a comparatively heavy flywheel.

This motor has been mounted in vertical bearings on a support attached to the side of a surface plate, which is set on the tool room bench. To the top of the vertical stand there is fulcrumed an operating lever, the upper end of the drill spindle connecting thereto. This is attached to a spring from above, normally holding the spindle in its highest position. By the fulcrumed lever the drill can be brought down on the work. While not very powerful, it is useful for a lot of the small drilling found in a tool room.

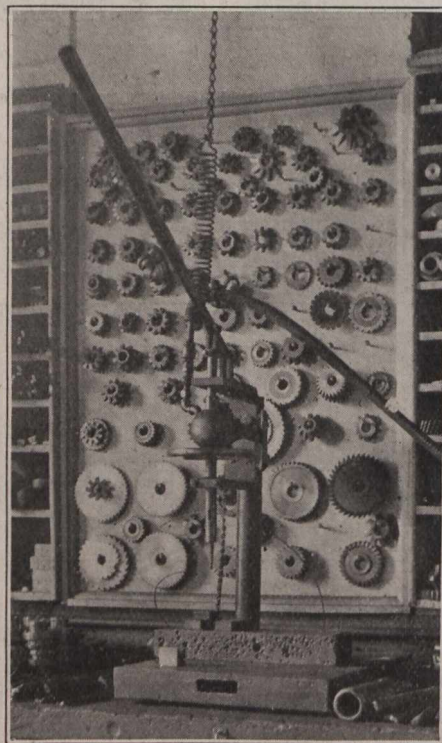
#### Portable Punch and Shears in Michigan Central Railroad Windsor Locomotive House.

Locomotive house repairs are quite varied in their character, but are never of such a nature that they cannot be handled with simple tools, as the instant the repairs required assume heavy proportions the locomotive is sent to the back shop—or at least should be. Anything that will simplify the repair work in the locomotive house, and get it back into service with the least delay, is of considerable worth.

In the M.C.R. locomotive house at Windsor, Ont., a useful appliance in the form of a small punch and shear has been added to the equipment, as shown in the accompanying illustration. The two are mounted back to back in their usual relation to each



Portable Locomotive House Punch and Shears.



Small Air Motor for Bench Work.

#### Additional Dominion Legislation.

The following additional acts affecting transportation interests have been passed by the Dominion Parliament:—

Algoma Eastern Ry.—Extending time for construction.

Athabaska Northern Ry.—Extending time for construction.

Calgary, Edmonton and Fort McMurray Ry.—Incorporation.

Canadian Northern Ry.—Extending time for construction of certain lines and authorizing construction of additional branch lines.

Canadian Northern Ry.—Extending time for building certain lines.

Canadian Western Ry.—Extending time for construction.

Caribou, Barkerville and Willow River

Kettle Valley Ry.—Extending time for construction.

Manitoba-Ontario Ry.—Incorporation.

New Orleans and Grand Isle Traction Light and Power Co.—Changing name to New Orleans and Grand Isle Ry., Light and Power Co.

Niagara, St. Catharines and Toronto Ry.—Extending time for construction.

Pacific and Hudson Bay Ry.—Extending time for construction.

Quebec, Portland and International Short Line Ry.—Incorporation.

Shuswap and Okanagan Ry.—Extending time for construction.

Southern Central Pacific Ry.—Extending time for construction.

#### Intercolonial Railway Finances.

In the House of Commons, Mar. 31, the Minister of Railways said:—"The estimated surplus of the past year's operation of the Intercolonial Ry. is between \$900,000 and \$1,000,000. It has been a pretty successful year, the revenue being the largest in the history of the road. The estimated revenue is \$12,000,000. In comparison with the last three years the results show up remarkably well. The revenue of the last three years was as follows:—1911-12, \$10,593,785; 1910-11, \$9,863,783; 1909-10, \$9,268,234. The following amounts have been taken out during the year and charged to working expenditure:—Rail renewals, \$60,000; fire renewals, \$60,000; equipment renewals, \$300,000. The average price of coal was 12c. a ton higher than in the previous year, and this year the increase will be 25c. a ton. The amount paid in wages for handling the business is about \$350,000 in excess of the previous year.

Contracts have been let for rolling stock during the current fiscal year amounting to over \$3,000,000. A large quantity of rolling stock has also been ordered at the Moncton shops. With the exception of \$1,000,000 which was included in the current estimates, the rolling stock ordered will be paid for out of the revenue of the last two and the current years.

A more elastic paint is required for the finish of steel cars, as the linear expansion of steel is about double that of wood.